NextGen Airport Performance — Chicago O'Hare International

Chicago O'Hare International Airport (ORD) is now the second busiest airport in the United States. It is the world's second busiest airport in terms of aircraft movements. United Airlines (including United Express) is the largest airline at ORD, carrying more than 45 percent of passengers. American Airlines (including American Eagle) has the second largest operation at ORD, carrying 37 percent of passengers. Several NextGen capabilities and enabling technologies have been implemented since 2009, including a new runway, Airport Surface Detection Equipment - Model X (ASDE-X), Performance Based Navigation (PBN) Procedures, Airspace Redesign, Basic Rerouting and Traffic Management Advisor.

All the results reported are in Calendar Year (CY) or Fiscal Year (FY).

Efficiency Scorecard

Performance Indicator (FY)	2009	2010	2011	2012
Average Gate Arrival Delay *Minutes per Flight* During Core Hours (7:00 – 21:59 local), the yearly average of the difference between the Actual Gate-In Time and the Scheduled Gate-In time for flights between the selected airport and any of the Aviation System Performance Metrics airports. The delay for each fiscal year is calculated based on the 0.5 - 99.5 percentile of the distributions for the year. Flights may depart outside Core Hours, but must arrive during them.	3.5	4.1	5.8	-0.1
Average Gate to Gate Time *Minutes per Flight* During Core Hours (7:00 – 21:59 local), the yearly average of the difference between the Actual Gate-In time at the selected airport and the Actual Gate-Out time at the origin (any Aviation System Performance Metrics airport). Flights may depart outside Core Hours, but must arrive during them.	124.9	125.0	126.7	124.4
Average Number of Level-offs Per Flight *Count per Flight* The count of instances when an arriving aircraft will maintain a single altitude during their descent to an airport averaged for the fiscal year.			3.3	3.1
Distance in Level Flight from Top of Descent to Runway Threshold *Nautical Miles per Flight* The distance flown while maintaining a level altitude from when an aircraft begins its descent until it reaches the runway threshold, averaged for the fiscal year.			55.7	53.0

Taxi-In Time *Minutes per Flight* During Core Hours (7:00 – 21:59 local), the yearly average of the difference between Wheels-On time and Gate-In time for flights between the selected airport and any of the Aviation System Performance Metrics airports. Flights may depart outside Core Hours, but must arrive during them.	9.9	9.7	9.4	9.1
Taxi-Out Time *Minutes per Flight* During Core Hours (7:00 – 21:59 local), the yearly average of the difference between Gate-Out time and Wheels-Off time for flights between the selected airport and any of the Aviation System Performance Metrics airports. Flights must depart during Core Hours, but may arrive outside them.	18.6	18.0	17.8	17.1

Efficiency addresses the operational and economic cost-effectiveness of gate-to-gate flight operations from a single-flight perspective. In all phases of flight, airspace users want to depart and arrive at the times they select and fly the trajectory they determine to be optimum.

2012 NextGen Implementation Plan Portfolio

Collaborative Air Traffic Management

Involves NAS operators and FAA traffic managers, along with advanced automation, in managing daily airspace and airport capacity issues such as congestion, special activity airspace and weather. Updated automation will deliver routine information digitally.

Common Services and Infrastructure

Includes: Aeronautical Common Service, Communications Common Service, Flight Common Service, Surveillance Common Service, and Weather Common Service.

Improved Surface Operations

Focuses on improved airport surveillance information, automation to support airport configuration management and runway assignments and enhanced cockpit displays to provide increased situational awareness for controllers and pilots.

Performance Based Navigation (PBN)

Addresses ways to leverage emerging technologies, such as satellite-based Area Navigation and Required Navigation Performance, to improve access and flexibility for point-to-point operations.

Separation Management

Provides controllers with tools to manage aircraft in a mixed environment of varying navigation equipment and wake performance capabilities.

Time Based Flow Management

Enhances system efficiency and improves traffic low by leveraging the capabilities of the Traffic Management Advisor decision-support tool, a system that is already deployed to all contiguous U.S. Air Route Traffic Control Centers.